

it. He was generous with his own money too. In the late 1990's, according to columnist Bob Krauss, a member of the board of the Hawaii Maritime Center, Bobby Pfeiffer made "an exceptionally generous personal gift" to establish an endowment for the *Falls of Clyde*, the world's last four-masted, full-rigged vessel, now permanently moored at the foot of Bishop Street, alongside the Hawaii Maritime Center. "It was a noble deed that will help save her for the people of Hawaii forever," said Krauss.

Experiences early in life help explain Mr. Pfeiffer's strong charitable instincts. "Most of us at McKinley came from poor families, so we learned to share," he recalled half a century later. "Some of my classmates lived in a Japanese commune at the foot of Alapai Street at King, and I visited them often. I always was struck by the fact that as poor as they were, . . . there always was something to eat, which was shared with visitors." Poverty was a condition Bobby Pfeiffer knew well, but learned to deal with. He would later tell how, as a schoolboy, he could get a good meal at the Central YMCA for a nickel, the price of a plate of rice and gravy, which he would wash down with "tomato juice" he made by stirring ketchup into a glass of water. He also recalled how, as a young sailor, he would sometimes sail to the Hansen's disease colony at Kalaupapa on Molokai. At the pier in Honolulu, "fathers, mothers, children, husbands and wives said good-bye forever. It was a heartrending situation, and all of us on ship felt badly for days after."

Bobby Pfeiffer had a zest for life. He not only danced the hula, but sang and played the ukulele. Four times a week he would begin his day with a four-mile run, a habit he continued into his eighth decade. In 1965 he learned to fly. He earned certification as a flight instructor and developed his skills to the point that he took up aerobatics and purchased his own aerobatic plane. While he was president of A&B, the company acquired two jets, Imua, a Cessna C-550 for interisland flights, and Manukapu (Treasured Bird), a BAe 1000 for transoceanic and transcontinental flights. Bobby Pfeiffer was certified to fly them both, and whenever he was on the board, he was never to be found in the cabin, but always in the cockpit—in the left seat, as pilot in command.

Mr. Pfeiffer freely admitted he "thrived" on work. He began his day in the office at 5:15 a.m. and was renowned for his punctuality at meetings. It was a trait he expected others to share. A self-described hands on, people-oriented manager, he made it a point to get to know employees personally. He managed by walking around and was famous for greeting or phoning employees on their birthdays.

Bobby Pfeiffer had a deep affection for the ships and crews of the Matson fleet. Even after this retirement and his move back to California to be closer to his children, when a ship concluded a voyage to the West Coast, he would telephone the captain to see how the voyage went and how the captain and crew were faring.

#### Awards

Bobby Pfeiffer earned many honors over the course of his career. The most distinctive was the naming of a Matson ship for him, the \$129 million, 713-foot *MV R.J. Pfeiffer*—completed in 1992, the only commercial vessel built in a U.S. shipyard since 1984. The name was an initiative of the Board of directors—he had entered the meeting intending to recommend another name for the new ship.

Bobby Pfeiffer was also particularly proud to have been honored with: The National Transportation Award (for which he was se-

lected by the U.S. Secretary of Defense on the recommendation of the Joint Chiefs of Staff, putting him in the company of such previous recipients as Juan Trippe of Pan American, William M. Allen of Boeing, Donald W. Douglas of Douglas Aircraft, and helicopter pioneer Igor Sikorsky), 1975; the Admiral of the Ocean Sea Award, by United Seamen's Service, the maritime industry's highest honor, 1985; the "Connie" Award of the Containerization & Intermodal Institute ("for significant contributions to the development and promotion of containerization and intermodal transportation"), 1985; and the Charles Reed Bishop Medal, by Bishop Museum (citing his "leadership and personal example" in making A&B "a leader in corporate citizenship"), 1995. The Order of the Splintered Paddle, Chamber of Commerce of Hawaii, 1996.

Having no formal education beyond high school, Mr. Pfeiffer also took great pride in his three honorary doctorates—from the Maine Maritime Academy (Doctor of Science, 1986), the University of Hawaii (Doctor of Humanities, 1986) and Hawaii Loa College (Doctor of Humane Letters, 1987).

Among Bobby Pfeiffer's many other honors: distinguished Service Award, United States Coast Guard Foundation, 1995; Bay Area Trade/Transportation Executive of the Year Award, San Francisco Daily Commercial News, 1978; Person of the Year Award, Transportation Clubs International, 1986; Distinguished Citizen Award, Gannett Foundation, 1986; Junior Achievement Hawaii Business Hall of Fame laureate, 1998; Historic Hawaii Foundation Kama'aina of the Year Award, 1990; Distinguished Citizen of the Year Award, Aloha Council, Boy Scouts of America, 1986; Sales & Marketing Executives (SME) of Honolulu Salesperson of the Year, 1989; Brass Hat Award, Propeller Club of the United States, Port of the Golden Gate, 1973; Ship-in-the-Bottle Award, International Organization of Masters, Mates & Pilots, 1981; and McKinley High School Hall of Honor (he was among the inaugural 38 members inducted), 1986.

Bobby Pfeiffer was a life member of National Defense Transportation Association. Among the many professional, civic and charitable organizations he served in a leadership role were A Committee on Excellence, State of Hawaii (chairman); American Bureau of Shipping (member, Board of Managers); Bishop Museum (member, board of trustees); Chamber of Commerce of Hawaii (member, board of directors); Containerization & Intermodal Institute (member, Honorary Board of Advisors); Hawaii Business Roundtable (vice chairman); Hawaii Community Foundation (member, board of governors); Hawaii Maritime Center (vice chairman); Hawaiian Sugar Planters' Association (chairman); Institute for Human Services (member, board of directors); Joint Maritime Congress (Advisory Committee member); Marine Exchange of the San Francisco Bay Region (director); Maritime Transportation Research Board of the National Academy of Sciences (chairman); McKinley High School Foundation (honorary co-chairman); National Association of Stevedores (president); National Cargo Bureau, Inc. (chairman of Pacific Coast Committee); National Tropical Botanical Garden (trustee); Propeller Club of the United States, Port of Honolulu (president) and Port of San Francisco (Board of Governors); Reserve Officers of the Naval Service (president, Honolulu Chapter); The Conference Board (senior member); School of Travel Industry Management, University of Hawaii (member, advisory board); University of Hawaii Foundation (chairman, board of trustees); U.S. Na-

tional Committee of the International Cargo Handling Association, Inc. (chairman). He served as a director of at least two dozen other companies, and he was a member of the prestigious Bohemian and The Pacific-Union clubs in San Francisco and of the Oahu Country Club and The Pacific Club in Honolulu. Bobby Pfeiffer was also a life member of the Veterans of Foreign Wars.

Mr. Pfeiffer is survived by his children, Elizabeth "Betsy" Tumbas and her husband Stephen; Margaret "Marga" Hughes and her husband William; George W. "Skipper" Pfeiffer and his wife Julie; Kathleen "Kappy" Pfeiffer; and nine grandchildren. His wife, Mary Worts Pfeiffer, died on December 4, 2002, five days after the couple's 57th wedding anniversary.

Services are pending. In lieu of flowers, the family suggests that donations in Pfeiffer's memory be made to the Hawaii Maritime Center or to one's favorite charity.●

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Ms. Evans, one of his secretaries.

#### EXECUTIVE MESSAGES REFERRED

As in executive session the PRESIDING OFFICER laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)

#### MEMORANDUM OF UNDERSTANDING BETWEEN THE SECRETARIES OF STATE AND HOMELAND SECURITY CONCERNING IMPLEMENTATION OF SECTION 428 OF THE HOMELAND SECURITY ACT OF 2002—PM 51

The Presiding Officer laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on the Judiciary:

*Message to the Congress of the United States:*

Consistent with section 428(e)(8)(A) of the Homeland Security Act of 2002 (Public Law 107-296) (the "Act"), I am pleased to report that the Secretary of State and the Secretary of Homeland Security have completed a Memorandum of Understanding concerning implementation of section 428 of the Act. The Memorandum of Understanding will allow the Departments of State and Homeland Security to work cooperatively to create and maintain an effective, efficient visa process that secures America's borders from external threats and ensures that our borders remain open to legitimate travel to the United States.

GEORGE W. BUSH.  
THE WHITE HOUSE, September 29, 2003.